What is claimed is:

1. An aircraft having a memory loaded with geolocation data corresponding to restricted airspace boundaries and an autonomous means for rerouting said aircraft outside of said restricted airspace boundaries as said aircraft approaches to within a predetermined distance of said restricted airspace.

2. The aircraft of claim 1, wherein said geolocation data corresponding to restricted airspace boundaries is retrievable over the Internet and is remotely downloadable into said aircraft memory.

3. The aircraft of claim 1, wherein said memory is in remote communication with computer running flight-planning software having access to a government controlled restricted airspace database.

4. The aircraft of claim 3, wherein said computer is connected to the Internet.

5. The aircraft of claim 4, wherein said computer is onboard said aircraft.

6. The aircraft of claim 4, wherein said computer is ground based.

7. The aircraft of claim 3, wherein said computer includes software to generate and post a NOTAM to an Internet website.

8. The aircraft of claim 3, wherein said computer includes software for processing user defined destination coordinates into a waypoint set that is downloadable into said aircraft memory.

9. The aircraft of claim 1, wherein said geolocation data corresponding to said restricted airspace boundaries are within a memory belonging to a navigation system of said aircraft.

10. The aircraft of claim 5, wherein said computer further includes software for generating an authorization code and an expiration date for preventing said waypoint set from being used after said expiration date.

11. The aircraft of claim 10, wherein said autonomous means is a flight computer programmed with software capable of rerouting said aircraft to a predetermined safe area.

12. The aircraft of claim 11, wherein said flight computer further includes software routines to loiter said aircraft over said predetermined safe area.

13. The aircraft of claims 1, wherein said aircraft is a passenger aircraft.

14. The aircraft of claim 1, wherein said aircraft is an unmanned aerial vehicle.

15. The aircraft of claim 12, wherein said aircraft is a radio controlled model aircraft and said restricted airspace boundaries are predefined by a radio control pilot in command of said model aircraft.

16. A communications relay system using unmanned aircraft, said system comprising:

a) a ground based wireless communications station;

b) a first unmanned aircraft for flying a predetermined pattern within wireless communication range of said ground based wireless communications station; and

c) a second unmanned aircraft for operating within wireless communication range of said first unmanned aircraft and for simultaneously flying outside the wireless range of said ground based wireless communication station and for receiving ground based wireless communications station commands relayed through said first unmanned aircraft.

17. The communications relay system of claim 16, wherein said first unmanned aircraft has first antenna for communicating with said second unmanned aircraft and a second antenna for communicating with said ground based wireless communications station.

18. An upgrade device for a legacy datalogger for adapting the legacy datalogger for remote data transfer to an unmanned aerial vehicle equipped with an onboard transceiver and onboard memory, said upgrade device comprising:

a) a controller in communication with enough memory to substantially make a duplicate copy of the legacy data loggers data memory; and

b) a wireless transceiver for communicating with said unmanned aerial vehicle.

19. The upgrade device of claim 18, further including software to pre-packetize the data of the legacy datalogger.

20. The upgrade device of claim 18, wherein said wireless transceivers are of the unlicensed spread spectrum radio frequency type.